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The People's Press.

L. V. & E. T. BLUM,

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The People's Press.

Devoted to Politics, Literature, Agriculture, the Markets and General Information.

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THE OTHER SIDE

OF THE WESTERN NORTH CAROLINA RAILROAD QUESTION.

What Director Dortch Has to Say Against the Sale.

Speech before the Board of Directors.

The proposition submitted by Mr. Best at the last meeting of the board was in substance that the State should convey to Mr. Best and associates the road, and that the Legislature should authorize the formation of a new corporation with $4,000,000 of stock, that the new company should complete the Paint Rock branch by July 1st, 1882, and the Ducktown branch by July 1st, 1885; that the State should furnish 500 convicts to the new company for five years without any compensation for their labor; that the new corporation should have power to mortgage the road to the extent of $12,500 per mile and pay the interest on the present mortgage on the road after the 1st of May, 1880, and the mortgage itself at maturity in 1890, in consideration of which the new company should give the State $850,000 of stock.

The proposition now submitted is the same except that the new company is to mortgage the road for $15,000 per mile and give the State $550,000 of the new mortgage bonds.

The length of the road from Salisbury (its eastern terminus) to Asheville is 145 miles, and is completed to within a few miles of the latter place, and the cars are running over it daily. The branch from Asheville to Paint Rock down the French Broad river to the Tennessee line, is 45 miles, 18 of which are graded. The branch from Asheville to Ducktown is 140 miles, thus making the entire length of the line 330 miles, which, mortgaged at $15,000 per mile, makes the sum of $4,950,000, which Mr best is to raise (less $850,000, amount of mortgage now on the road) with which he is to build the road.

If Mr. Best and his associates (who are unknown to us) can mortgage the road for $15,000 per mile and with the proceeds build the line not already completed, why cannot the State of North Carolina do the same, when the only security proposed to those who shall take the bond is a mortgage on the road? But I am told we cannot sell the bonds in the market; if we cannot how can Mr. Best? I am told again that Mr. Best and associates will take the bonds themselves. Why issue bonds if they are to retain them? If they have the cash why not build the road with the capital stock which is to be $4,000,000? Why issue over four millions of bonds secured by mortgage? Is it usual for corporations or individuals when they have plenty of cash on hand, to issue bonds secured by mortgage to be packed up in safes or hawked about in the markets? This is a species of financiering which I do not understand. By it somebody will be cheated, and as usual it will be poor old North Carolina. We had enough of such operations in '68–'69–'70 to disgrace the State; I want no more of it. You will recollect that when Mr. Best submitted his first proposition, I asked him to make us a cash offer. He said he was not prepared to do so.

If we sell to Mr. Best, the State is to have no voice in the management of the road and no power to regulate charges of freight. We are to be bound head and foot for all ages to come. Once part with all control of your property and you can never resume it. You will then indeed be a "narrow strip of land between Virginia and South Carolina," owned by New York capitalists.

I consider this road, completed to Paint Rock, the most valuable railroad stock in the South, for the reason that the present capital is only $3,500,000—two-thirds of which belongs to the State, and it must pay a large dividend. It is not mentioned by any one that when it shall be completed to Paint Rock and there make connection with the railroads running through the great and rich Western States and the large cities of Cincinnati, Chicago and St. Louis, it may be sold for $8,000,000 in cash.

It must necessarily pay on its present capital when we consider that it is the shortest route from the great Western States to Beaufort, Wilmington, Norfolk and Charleston. Look at the immense amount of merchandise, consisting of meat, flour, furniture, whisky, buggies, wagons, live stock, and almost everything else which is brought into every part of this State and South Carolina and used or consumed by our people. By what route do these articles come to us? By New York and Baltimore, hundreds of miles farther and at much larger expense to our people than by the short and expeditious line through our own State and over our own roads, when completed to Paint Rock, and which will never be interrupted by excessive cold and freezes. There have been sold in my town over 1,000 horses and mules in the last three months, which came from Cincinnati. Again, all the produce made in this State finds a ready market in the Western States and is shipped there by the way of New York and Baltimore.

We are told by some that the road should stop at Asheville. This would be folly—it would not pay expenses from that point to Salisbury, but build the balance to Paint Rock, and the whole line between those places *will pay*.

When the State purchased the road in 1875 at $850,000 (it having cost several millions originally as far as then completed this side of the mountains) it was thought that she had made a good bargain. There is an impression with some that the State is bound for the purchase money—this is an error—the road only is bound; the State, however, did bind herself to pay the interest on the purchase money until the bonds became due in 1890, if the road should not pay it. It was not expected that the road would pay the interest until a western connection should be made. The State has paid the interest since 1875 and has put 500 convicts to work on the road, and has fed, clothed and guarded them, and agreed to furnish $70,000 per annum in iron—amounting altogether to about $170,000 per annum, for all of which she has a legislative lien on the road, amounting up to this time to about $500,000. But we are told that this expense must stop when the road reaches Asheville. As before stated, if the road stops at that place, the money already expended is wasted. In regard to stopping the road at Asheville, it reminds me of an unwise farmer who has a pond of water in the middle of his field which sobs his land and ruins his crop—it is necessary to drain it, and in order to do so successfully, he must commence to ditch several hundred yards below his fence to get the necessary fall He ditches at an expense of several hundred dollars up to his fence and there he stops—his money is lost unless he extends his ditch fifty yards further to the centre of the pond, and thus he saves all he has spent outside as well as inside his field.

We have tunnelled through the Blue Ridge at a cost of about $350,000, which was estimated at over $1,000,000 by the engineer before the war, and now that we have accomplished this great feat in engineering skill, worth to-day a million to your road, these enterprising and far seeing capitalists of New York come forward and propose that you *give* them the road and 500 convicts for 5 years to complete it, and offer for this most valuable property of the State to give you $550,000 of bonds out of $4,950,000—they owning all the balance, subject to mortgages, which they can foreclose when due and leave you with nothing. Thus the $550,000 of bonds would be a total loss to the State, and we would lose every cent the State has invested, whereas she now has good security for her expenditures of $500,000, when the road shall be completed to Paint Rock, as well as for the expenditures she may make to get there.

If wee have been able to stand an expenditure of $170,000 per annum for five years to build the road from Old Fort through the Blue Ridge to Asheville, a distance of 25 miles, can't we stand it 18 months longer, when it will be completed to Paint Rock, when all admit that we may then sell for $3,000,000 in cash? Stop at Asheville and you lose all, go 45 miles further to Paint Rock and you save not only what you have already spent, but all you will spend in getting there, and the very day you reach that point you can sell, if so disposed, and make $2,000,000 clear. None of you will dispute this.

But we are told that the State treasury will not be able to furnish the money to purchase the from Asheville to Paint Rock. Concede this to be so. We shall not need it until about the time we approach the latter place with the grading. Then we can say to the Legislature at its next session in January '81 that we need the iron for this 45 miles of road; that we have no power to to contract a debt or execute a mortgage; that we will not ask them to incur the debt for the iron, but give us the power to contract a debt, and execute a mortgage if necessary, for the purchase of the iron. You all know that the Tennessee company, with which we shall connect at Paint Rock, is ready not only to furnish the iron, but to grade the road to Asheville, but we have no power to make a contract with them. The Legislature cannot refuse this power, when we propose thus to relieve the people from taxation and make a good sum for the State. I defy any one to gainsay these statements in regard to the French Broad route and its value to the State.

We are told by some that it will cost an immense sum to grade the French Broad route to Paint Rock—this is a great mistake. The road bed is along the margin of the river nearly all the way, and can be graded as cheaply as any road can be in the central portion of the State, and there will be no tunnel on the route I have deemed it my duty to go over it and know of what I say, and you who are familiar with it will concur with me.

But it is objected that we must divide our force at Asheville and put half on the Paint Rock and the other on the Ducktown route. So reads the act of your Legislature. If we had the power so to do, it would be contrary to all business and economical principles, as it would greatly increase the expense, as any one can see, and a Western connection, without which the road cannot pay, would be delayed. If the Ducktown route were the shorter, and we had the power to build it, I would say build that first. But we have no legal right to put a force or expend a dollar in labor on that route, and in this assertion I defy contradiction.

At a former meeting of your board the question of your title to the Ducktown and Paint Rock routes was referred to Mr. Henderson and myself. We have reported to your body that our title to the Paint Rock route is good, and that we have no title whatever to the Ducktown route. When this report was made, your President called the attention of the other legal gentlemen on the board to it and asked them if they dissented from our conclusion. No one gave a contrary opinion, nor can any one versed in legal principles do so. Let me state the facts. The road was originally chartered as the Western North Carolina Railroad from Salisbury to Ducktown and Paint Rock. The Legislature in 1869, divided it into two corporations. That from Salisbury to Asheville as the Eastern Division, and that from Ducktown by Asheville to Paint Rock as the Western Division. The Eastern Division was sold by decree of the United States Circuit Court and was purchased by the State.

The Western Division was sold under execution and was purchased by R. Y. McAden, who conveyed the French Broad route to the State absolutely and the Ducktown route to Clayton & Smathers, in trust for the creditors of the Western Division, (whose claims amount to $65,000,) and then in trust for the Western Division Corporation and its stockholders. So that the legal title to the Ducktown branch is in Clayton & Smathers, and the equitable in its creditors first, and then in the Western Division Corporation and its stockholders; and neither the State nor the Western North Carolina Railroad Company has any title to it whatever and can only acquire one by a sale by the trustees or by decree of court. This point cannot be denied. It is true that the last Legislature, by act, attempted to convey the title of the Western North Carolina Railroad Company, but that portion of the act is unconstitutional and has been so decided. Suppose we were to put convicts on that route, any tax-payer of the State could enjoin us, upon the ground that we have no power to expend the State's money or labor on property which does not belong to the State or our corporation. It would be illegal as well as absurd for us to build a railroad for the creditors and private stockholders of the Western Division. It is their property, not ours.

If the Legislature shall desire the building of that route, they must furnish the means to purchase it. I wish to see it built, and my opinion is that after the Paint Rock route is completed it will be demonstrated that it will pay, and the people will then be willing to furnish convicts to build it, and will give us the power to mortgage as Mr. Best proposes; for I repeat, if he can build by mortgaging, so can we.

But Mr. Best proposes that we shall give him the labor of 500 convicts for five years to build a road for *him*, and not for the State. I wish to use our convicts for building roads for us—not for Northern capitalists to make millions out of. Does Mr. Best make this offer out of love for us? No; but because he sees, and all railroad men see, that large sums are to be made by possession of the French Broad route. Several railroad men of intelligence have said to me in the last few days, that the 45 miles of road from Asheville to Paint Rock, completed, will be worth more than 200 miles of railroad in the State, for the reason that there are 600 miles of mountain barrier extending from Atlanta to Lynchburg not pierced by any road but ours, which is the most central and is the shortest to the seaboard.

In addition to the merchandise to and from North Carolina before spoken of, brought to and carried from us by the way of New York and Baltimore, a large portion of millions of bushels of grain now sent from the Western State to New York and Baltimore and shipped to Europe, must come by our road and its connecting roads to Wilmington and Beaufort and thus build up North Carolina cities and seaports. The learned Dr. Caldwell proposed many years since that the first railroad the State should construct, should run from Beaufort harbor to the Tennessee line. Had his proposal been carried out in that day, North Carolina would now be one of the greatest and richest States in the Union. We have delayed and built by piece meal, and now that we are almost in sight of Tennessee, we are told we must halt and sacrifice all we have done, and that the 45 miles yet to be completed, must not be built, or must be given to Northern capitalists.

This 45 miles is the head and life of the whole railroad system of the State. Cut it off or give it away to Northern capitalists, and you make not only yourselves but all future generations slaves to greedy and bloated capitalists. The penalty would be a proper one for those favoring such a suicidal act, but posterity will curse us for it. Accept Mr. Best's proposition, and in less than ten years when your people see the millions flowing into the pockets of these capitalists, those concerned in giving away their property will be ashamed to acknowledge that they were so short-sighted.

We have been told that the road will not be able to pay the mortgage now on it of $850,000 when it becomes due in 1890, and that it will then go to the hammer and will become the property of the bondholders. Those, who thus prophesy, ought to have made that discovery before the State purchased in 1875, and certainly before we performed the herculean task of piercing the Blue Ridge. They should not have waited until we had reached so near the Tennessee line. Long before those bonds become due, we shall have reached Paint Rock, when it is conceded our road will be worth $3,000,000 in cash. Then, if it shall not be convenient to pay the bonds, we can readily renew the mortgage not only for this debt, but for an amount sufficient to refund to the State every dollar which she shall have advanced. Of this there can be no question. Besides, with this valuable property in our possession, with its aid and a mortgage on the Ducktown route, we can build the latter.

I do not propose to tax the people further for the construction of this road. Let the State furnish the convicts, and feed, clothe and guard them. She is bound to feet, clothe and guard them, and she must do it in the walls of the penitentiary (that great elephant on our hands) or put them on works of internal improvements, where they will cost less. If they are kept in the penitentiary, they must be put to trades and the product of their labor will come in competition with the honest mechanics of the State and reduce them and their families to beggary.

The supremely ridiculous portion of Mr. Best's proposition is that to give *him* the labor of 500 convicts for five years to build him a railroad.

The State owns thousands of acres of valuable swamp land in the eastern counties belonging to the literary fund. If we do not propose to use the convicts in the construction of railroads for the State and to be owned by the State, why not put them to work to canal and reclaim these valuable lands, which when brought into market, will raise money sufficient to keep open your common schools all the year round? Instead of providing thus for the education of the poor children, we are coolly asked to give to rich capitalists the labor of these convicts to build 6 railroad for themselves.

I wish the State to retain her railroad property. The railroads were not constructed alone for this generation but for posterity as well. We cannot be expected to pay in our day for their construction in full. If we pay the interest and a small portion of the debt, it is as much as we ought to do. Let those who are to come after us and enjoy the benefit of this property pay their portion. There is no difficulty in keeping up mortgages on any railroad, whilst millions of capital in the great cities are seeking investment at four per cent.

We have denounced without ceasing those, who, in 1868–'69 sold our State's interest in some of her most valuable roads, and now we propose a more indefensible act. Give away this road and then follow the North Carolina and the Atlantic & North Carolina roads.

If the State shall decide to part with her property, don't give it away, don't give one road to build another; but put up at public auction your three) roads—the Western North Carolina, the North Carolina, and the Atlantic & North Carolina, and they will sell for money sufficient to pay the entire indebtedness of the State, which, under the compromise act of 1879, is a little less than $5,000,000. Then you will be out of debt and the cry of taxation will cease. Complete this road to Paint Rock and it will sell for more than half of your entire State debt. But give this and your other roads to capitalists and allow the public debt to remain unpaid, and your people may say as their property on account of which the debt was contracted, is given away, they are under no obligation to pay the debt. I hope such a disgrace may never befall North Carolina, and the gentlemen who are to give away this valuable property and the labor of 500 convicts for five years, had best beware.

If I were so anxious to sell this road, I would not consent to call the Legislature in extra session. Why this necessity of such haste? Will the road be worthless at the meeting of the next Legislature in January, 1881? May not others wish to purchase, (and we know they do) if they can have time to make arrangements? If we postpone, will Mr. Best withdraw? It is not known to this board that, when Mr. Best's first proposition was made some 30 days since, he was asked if he would not give time to consider so important a matter. He replied in the negative, saying that he had other important schemes under consideration. You rejected his proposition, and now he makes another, considered by some, more favorable than the first. Give him eleven months longer time and I predict he will make a still more favorable offer,—so anxious is he to get possession of this valuable property, out of which he and his associates expect to make millions directly or indirectly.

The iron and rolling stock, on your road is worth $1,000,000 in cash to-day, but you are to give all and 500 convicts for five years to Mr. Best for $550,000 of railroad bonds, from which the State will never realize a dollar.

If the road from Salisbury to Paint Rock is to be a burden on the State, as some say, why are these wise, far-seeing capitalists, so anxious to get it, that they propose to build 140 miles in a different direction? Is not this an admission that the route from Salisbury to Paint Rock is worth more than the sum which will take to build the Ducktown branch? Are the people of North Carolina to sacrifice $3,000,000 worth of property to build the Ducktown route, and then not own either route?

Do the people in the counties through which the Ducktown road is to run, demand this sacrifice of the balance of the State? If they do, it is the greatest tax which has ever been imposed on North Carolina. I am willing to do what I can for those people as indicated in a former part of my remarks, and as shown by my acts in the Legislature.

If Mr. Best's proposition should be accepted, he and his associates will make all the money out of it they can; that is their purpose. Will they not put the freights as high as possible? Your Legislature will not be able to help you, for that body cannot furnish you any safeguard. It will be in their power to tax you and your descendants for all time to come without ability to relieve yourselves, you and posterity will be their slaves.

I confidently believe that in less than twenty years your line of railway from Paint Rock to Beaufort will pay the expenses of your State government. The country must increase in wealth and population and with these improvements your State line will yearly become more valuable. Recollect that we are not acting for the people of this day only. Do not let us so manage as to bind and fetter those who are to come after us, and bring down their curses on our heads.

I have before brought to your attention the immense quantities of freights brought to North Carolina by the way of New York and Baltimore, and have shown that all produce made in this State which is consumed in the Western States, goes by the way of those cities. It is a source of ridiculous profit to those cities and the railways leading them from the West, at your expense. Now, these New York capitalists have one of two objects in view, which I can not say, as there is great mystery connected with this proceeding. One is to secure the great trade of the West over this road from Paint Rock. The other is to control this line in the interest of the Northern roads, and prevent the trade from being diverted from them. There are so many millions invested in these roads running to the Northern cities, that I can well see that their wealthy owners, who are straining every nerve to make more millions, would pay largely to prevent this vast trade from coming to North Carolina seaports.

So solicitous is Mr. Best for the success of his scheme, that I learn he is to deposite $30,000 in one of the banks of this city as a sort of security to the State and to become the property of the State, if the Legislature, to be called in extra session, shall accept his proposition, and he should fail to comply with his engagements. Now I do not intend to charge any one with improper act or motive in this connection, nor do I purpose to intimate anything of the kind. But look at what may be said. It will cost about $30,000 to call your Legislature in extra session. When the members assemble, it may be said that there is no money in the treasury to pay their per. diem and mileage. It may be said that Mr. Best has deposited $30,000 which may become the property of the State, if you accept his proposition, and out which of you can get your pay; but that it will be drawn by him if you do not accept. I do not like this thing. If North Carolina can, can pay my per diem and mileage as a member of her Legislature, I would scorn to ecept it, coming directly or indirectly, from any one beyond her borders.

Some of this board who are in favor of selling, say that there must be important amendments made to Mr. Best's bill. It his proposition, not ours; this board has no right to alter it if they do without his consent, it would not be Mr. Best's proposition. But see in what a predicament we place the Legislature. Mr. Best presents his bill; he has deposited $30,000 as security that he will comply with the terms of his bill. Is it possible that the Legislature shall be deprived of its constitutional right to amend? That it cannot cross a t or dot an i, and if so, Mr. Best can pay you have not complied with my terms, and I must have my $30,000, which he puts in his carpet-bag and leaves. Then your Legislature will be placed in the ridiculous position of having assembled for nothing, at at an expense to the tax-payers of $30,000.

It has been intimated that the Ducktown route is wanted as part of the Great Pacific Railroad. If so, Mr. Best expects to make largely by his proposition; first out of North Carolina, and then sell to the Southern Pacific for a large sum. If the Southern Pacific wants the Ducktown route your Legislature will be glad to grant the right of way without charge.

I repeat, hold on to your property, until you are offered a sum sufficient to pay the entire indebtedness of the State, and I believe such proposition will be made in less than five years. Then your people will be relieved from any future taxation for railroads.

I speak as a North Carolinian, having no interest whatever, except as a citizen and tax-payer.

—Concord *Sun*: One of our Mill Hill subscribers played a trick on the wild turkeys last Saturday. He procured a lot of fishing lines and baiting each hook with a grain of corn, tied the lines to bushes at a place in the woods where wild turkeys had been frequently seen of late. Early Sunday morning he went to look at his lines and on coming in sight of the place saw three large turkeys flopping their wings and pulling at the end of the lines.

—Draining, paving, and lighting a city like New York is no small job, and it would be bigger if properly done. There are in the city 371 miles of sewers, 480 miles of water pipes, 300 miles of street pavements, 860 miles of gas pipes, exclusive of house connections, and 23,136 public lamps, while the Croton Aqueduct carries over 90,000,000 gallons of water every day. These were the figures for the beginning of the year; some of them would have to be enlarged to bring them to present date.—*Sun*.

A Valuable Stone.

The name "corundum" is applied to all crystalized alumina. It is the hardest mineral in the world, except the diamond, and when in the crystalline form and transparent, constitutes the Oriental gems, the sapphire, ruby, emerald, topaz, etc., which are of great value, some even exceeding the diamond, because they are more rare. It is used for abrasive purposes, but as yet a sufficient quantity has never been found in this country to take the place of emery, performing the work in less time.

Corundum occurs in the great chrysolite belt extending from the Southern part of Virginia to Middle Alabama, passing in a Southwesterly direction through the mountainous portion of North Carolina. In the Southwestern counties (one of the spurs of the Blue Ridge) and laying on either side of Buck Creek (a tributary of the Tennessee), at an elevation of from three to four thousand feet is the so-called Cullakanee corundum mine, which has been considered the largest deposit of corundum in this country. It covers an area of three hundred acres. This mine was purchased in April, 1879, by Herman Behr & Co., and has been worked since May, [with what success is not reported].

In Macon county, N. C., on the western slope of the Blue Ridge, at an elevation of about twenty-five hundred feet, is Corundum Hill, formerly known as the Cunnasetta mine. This mine was discovered in 1872; it was purchased by E. B. Ward, and worked for eighteen months by Col. C. W. Jeeds, of Boston. Rumor says that gems of exceeding great value were taken out. In July, 1878, this mine was purchased by Dr. H. S. Lucas for the Hampden Emery Company of Chester, Mass. They commenced mining August 26, and up to the present time they have taken out two hundred tons of corundum; also, in washing some of the dumps left there when worked by Col. Jenks, were found many fragments of the oriental gem, perfectly transparent and of very great brilliancy. Among these is an emerald weighing 30 carats, and several rubies of the finest color.

In the eastern part of Jackson county, North Carolina, at the foot of one of the highest peaks of the Blue Ridge, is what is termed the Hog Back mine. This mine was operated for a limited season by the Hampden Emery Company.

Northwest of the Pigeon, in Haywood county, North Carolina, is still another deposit of corundum, called the Presley mine, which has been worked since one year ago last March.

In Madison, and near the Buncombe county line, in the same State, is an outcropping of chrysolite, carrying corundum, which covers an area of seventy-five acres, and has been worked for the Hampden Emery Company for the past season.

Deposits of corundum are also found in South Carolina, Georgia and Alabama.

—Near Columbus, Ga., there is an odd character known as Barefoot Walker, so called because he has not worn a pair of shoes during the last forty years. He is aged about ninety-five years, and is employed on a farm three miles east of Columbus. On Sunday afternoon of last week he apparently died, probably from sheer exhaustion and old age. He was dressed, laid in his coffin, and his friends from the neighborhood gathered to pay their tribute to the departed. When the assembled multitude were bending in their sympathy, the question arose from his strange position and demanded of the astonished assembly "what they meant by such treatment." The party turned away, leaving the old man master of the situation.

—A Counterfeit.—A counterfeit ten-dollar legal tender note has just made its appearance, series 1875, check letter C, John Allison, register, and Jno. C. New, treasurer. The note is dark in appearance, the paper is heavy, and the imitation fibre is made by engraved lines. Bankers, merchants, shopkeepers and others will do well to keep a lookout for these notes.—*Charlotte Observer*.

Freight Discriminations.—One of our principal shippers of trees informs us that nurserymen in Maryland, Delaware or Pennsylvania can ship their trees from Baltimore to Live Oak, Fla., a distance of about 1,500 miles, for 60 cents a hundred, while the nurserymen shipping from Jamestown, in this county, to Charlotte, a distance of 80 miles have to pay 50 cents a hundred. The disproportion in charges here is beyond all reason. The same disproportion applies to goods manufactured by the factories and mills at Jamestown, and the project has been seriously discussed of establishing a wagon line from that point to Danville and ship thence by the Virginia Midland route.—*Patriot*.

The Democratic Press.

SALEM, N. C.

TUESDAY, MARCH 11, 1880.

[Entered as second-class matter at the Post Office at Salem, N. C.]

POLITICAL ITEMS.

The Democratic State Committee of Louisiana is called to meet in New Orleans on the 12th of April.

Postmaster-General Key vetoed a day recinded his order to refrence to the Franklin School Fund Lottery.

The House Committee yesterday agreed to report favorably on the exchange of trade dollars for legal tender dollars, and no fuiher coinage of the trade dollars.

In San Francisco there is quite a stir among the troops, who seem to be determined that John Chinaman shall have no "rioting place." The troops walk the "grand rounds nightly. The are at least 2,000 troops on duty, and more have been ordered out.

As to John Sherman, he is no where. He belongs to a weak and despised administration, his connection with which has shorn him of all power and prestige. Mr. Sherman might as well step down to-day and cease to be candidate. His nomination is not even among the possibilities.

Send for illustrations and terms.

L. V. & H. T. BLUM,
Salem, N. C. Jan. 1, 1880.

NOTICE.

The members of the executive committee of the Democratic-Conservative party are requested to meet in Statesville on Wednesday, the 21st day of April, 1880, for the purpose of fixing time and place for holding Congressional District Convention, and for considering such other business as may properly come before it.

W. E. H. COWLES, Ch'm'n.

The Piedmont Express.

The Piedmont Express entered its twenty-eighth (28th) volume on January 1st, 1880.

Now is the time to subscribe. This year will be an exciting one in the politics of the country, and it will be our endeavor to make the Piedmont Express more interesting and entertaining than ever.

If sufficient encouragement be received, various improvements will be made.

Persons wishing to act as agents will hear something to their advantage if they write us at once.

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It is not even among the possibilities for the Democratic Conservative party for the Democratic Congressional District, are requested to meet in Statesville on Wednesday, the 21st day of April, 1880, for the purpose of fixing time and place for holding Congressional District Convention, and for considering such other business as may properly come before it.

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CONGRESS.

The bill regulating removal of causes from State to Federal Courts has not yet been finally disposed of.

The Fitz-John Porter relief bill causes considerable debate.

The defeiency bills for the pay of marshals, the diplomatic and consular service and Indian appropriations not yet disposed of.

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CONSTANTINOPLE, Mar. 6.—Electioneering accounts have been received from Armenia. Fifty-two persons have already died from starvation in Van alone. Thousands are endeavoring to emigrate to the neighboring Persian provinces, but the roads are covered deep with snow, and many have perished on the journey.

—The issue of postmasters of postage stamps, postal cards, stamped envelopes, &c., for February amounted to $2,241,978.22, an increase of $238,814, or 15 per cent. over the corresponding period of 1879.

—Texas exported in a single year nearly three million dollars worth of hides.

The Railroads.

On our first page will be found Mr. Dortch's views on the Western N. C. Railroad question. And in another column we print Treasurer Worth's financial article.

From all the lights before us we have come to the conclusion that the State should "make haste slowly" in the sale of her Railroads, and drive the best bargain possible, if the roads must be sold.

No doubt the subject will be fully discussed when the Legislature meets, as it should be.

The Goldsboro *Messenger* learns that several substitutes for Best's bill will probably be introduced into the legislature,—one providing for the sale of the W. N. C. Railroad to the highest bidder, for cash; the other to sell the State's interest in the Western, the North Carolina, and the Atlantic N. C. Railroad, to the highest bidder.

The extra session will, no doubt, be protracted, as other business, besides the Railroad question, will claim the attention of the legislative body.

—The extra session of the Legislature meets to-day.

—The wheat crop of Virginia promises to be an average one.

—William Ruffin, son of the late Chief Justice Ruffin, died in the Hillsboro, on Friday last, in the 68th year of his age.

—The comet noticed by Frost, Gould, is believed to be the great comet of 1843, the most wonderful comet known.

—A very dangerous counterfeit $100 note on the Pittsburg National Bank of Commerce, has been detected, purporting to be of the "se-ries of 1875."

SUPREME COURT.—From the decisions of the Supreme Court, in the Raleigh papers, we copy the following:

State v. Blum. Forsyth.

Possession of stolen goods is some evidence against the possessor of a burglary. Possession of the Virginia Midland Railroad, accompanied by May-or (Democratic) District Convention, and for considering such other business as may properly come before it.

W. E. H. COWLES, Ch'm'n.

Salem, N. C. Jan. 1, 1880.

The Piedmont Express.

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L. V. & H. T. BLUM,
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Weather Recollections.

"Have you ever known such a mild winter?" is the question frequently asked, and generally answered "no."

The Statesville *Landmark* brings up a citizen of Iredell County, who remarks, "that he remembered distinctly that during the winter of 1838 there was no more cold weather than there had been during the years the stock has been steadily increasing a previous investment, and for many winter just passed, and yet there were eleven snows between the 1st and the 26th of March. The year 1844 was one of the best years for wheat and oats he had ever seen before or since. He further remarked that he never knew it fail when there was a very cold snap in November—as there was last—that month was succeeded by an open winter.

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The People's Press.

THURSDAY, MARCH 11, 1880.

Post Office Directory.

Salem, N. C. Post Office Arrangements. Office hours from 7 o'clock, A. M., to 6 P. M., during the week, and on Sunday from 7 to 8 A. M.

TIME OF ARRIVAL AND CLOSING OF MAILS.

RAILROAD, from Greensboro to Salem closes every day, except Sunday at 4.00, p. m. Due every day, except Sunday, by 10:50 p. m.

MOUNT AIRY, via Winston, Old Town, Bethania, Five Forks, Dalton, Pilot Mountain, Flat Shoals and Tom's Creek. Closes every day except Sunday, at 6:30, a. m. Due every day except Sunday, at 3, p. m.

DANBURY, via Winston, Flat Branch, Sedge Garden, Germanton and Walnut Cove. Closes every day except Sunday at 6:30, a. m, Due every day, except Sunday by 3, p. m.

HUNTSVILLE, via Lewisville and Panther Creek. Closes Monday, Wednesday and Friday at 6:30, a. m. Due Tuesday, Thursday and Saturdayby 10, a. m.

RICHMOND HILL, via Mount Tabor, Vienna, Red Plains and East Bend. Closes Monday and Friday at 6:30 a. m. Due Tuesday and Saturday by 2, p. m.

FRIEDBERG Mail closes every Tuesday and Friday at 6.30, A. M. Due Wednesday and Saturday by 8 A. M.

H. W. SHORE, P. M.

LOCAL ITEMS.

☞ SUBSCRIBE FOR THE PRESS. ☜

—Last Sunday was Mid Lent.

—Palm Sunday next Sunday a week.

—Tobacco came in freely on Saturday last.

—A Corn Dodger—A man who wears big boots.

—Some foolish fellow has called tobacco a pi(p)e plant.

—A splendid assortment of Toy Books at the Salem Bookstore.

—The weather has been cloudy and rainy for several days past.

—Lewis D. Eberhard returned to his home in Missouri, on Monday.

—Miss Ida Meller returned home from Charlotte on last Friday night.

—A new lot of WRITING DESKS, at very reasonable prices, at the Salem Bookstore.

—A wagon load of chickens from Virginia was in Fries' Wagon yard Monday night.

—John Nissen and family returned home from their trip North last Friday night.

The wheat crop has improved very much in appearance within the past weeks.

—P. T. Lehman has revived the Mt. Airy *Visitor*. We wish him success, pecuniarily.

—The largest display of NEW BOOKS and FANCY GOODS ever offered at the Bookstore.

—The blackbirds are here in large numbers, filling the air with their songs of Spring.

—Our young friend, W. T. Shore, has a position in the Singer Sewing Mrchine Agency, at Greensboro.

—A drove of twenty-five beef cattle passed through this place on Tuesday, for the Raleigh market.

—Young women often keep their lovers by tears. "Yes," says Grumwig, "love, like beef, is preserved by brine."

—Samuel Cooper, who has been visiting his relatives and friends here, left for his home in Kentucky last Thursday.

—Monday and Tuesday were very gloomy days, and not many people in town. Not a ray of sunshine, and occasional rain.

—Louis Cook's auction sale of buggies, phætons, &c., in Winston, on Friday last, resulted in the sale of thirteen of the vehicles.

—We learn that I. W. Durham, of the Winston Marble Yard, had the job of erecting the monument to the late Judge Kerr.

—A fresh supply of the best and prettiest AUTOGRAPH ALBUMS, ever offered in this place. Call and see them at Salem Book Store.

—The Tobacco Factories of Winston and Salem have sold nearly all their stock, and are preparing for a lively manufacturing season.

—We learn from the Mt. Airy *Visitor* that there are three new distilleries going up near that place, and corn is now held at 75 cents a bushel.

— A stray cow and calf were seen in the woods west of town, last week, in a starving condition. No one seems to know where they belonged.

The *Patriot* says J. W. Bryant & Co., of Richmond, will soon erect a sumac factory in Greensboro. There is room for something of the kind in Salem.

—Rev. E. Rondthaler delivered his lecture on "Sights in Switzerland," in Greensboro, on Tuesday evening, for the benefit of the Young Men's Christian Association of that place.

—We understand the young ladies and gentlemen of Winston are making preparations for a grand picnic on Easter Monday. A platform is being erected, at Tise's mill for dancing purposes.

—A sprightly little love story, entitled "Miss Percival Grassmere's Niece," will shortly be published in the PRESS. It is from the pen of a young lady, and is her first attempt at story-writing.

—A certain young clerk, who is better adapted to measuring calico than bagging game, escorted about five hundred robins for 2 hours over the meadows the other day, and succeeded in killing *one*.

—The Avon editions of SHAKESPEARE'S COMPLETE WORKS, in Library Sheep binding. It is considered the best and latest edition published. A few copies for sale at Salem Book Store.

—The February number of the *Academy* was published on Saturday last. This number closes the second volume. It is neatly printed and contains much to interest the friends of the venerable institution.

—The Governor has issued an order for an election of a member of the House of Representatives from Stokes county, to take place in said county, to-day, March 11th, to fill the vacancy caused by the resignation of Squire Venable.

—The large Tobacco Factory of Messrs Bynum, Cotton & Jones, Salem, will be considerably enlarged. Nearly all their manufactured tobacco has been sold. We hope to see more factories spring up in our town.

—We regret to announce the sudden illness of one of our best citizens, F. W. Meller, who was stricken with paralysis of the brain on Thursday last. Although there is some improvement, he is yet in a very critical condition.

—Horse trading is becoming quite an institution in our midst. Almost every day we see Messrs. Yokely, Eller and Sink leading off stock, purchased or swapped for. There must be a good demand for horses and mules down South.

—Thomas Callum, of Stokes county, was tried before U. S. Commissioner Brietz, on Saturday last, for illicit distilling and blockading whiskey. Found guilty, and bound over to U. S. District Court. He gave security for his appearance.

—The Salem Fire Company was out on a parade on Saturday last. They attached their hose to the hydrant in front of the Salem Hotel and threw a strong stream of water over all the neighboring buildings. This water supply of our town is certainly something to boast of.

—At a meeting of "Rough and Ready" Fire Company, held on Saturday evening last, the following officers were elected: D. T. Crouse, Captain; Jno. Schott, 1st Lieutenant; F. C. Minung, 2nd Lieutenant; J. H. Shultz, Secretary and Treasurer; James Garboden, Assistant Secretary; H. S. Crist, Engineer.

—Thomas Jefferson said: "Let the farmer forevermore be honored in his calling, for they who labor in the earth are the chosen people of God." Another wiseacre says: "A farmer should look ahead, think in advance of work, and have his plans well laid." Every body else should do the same thing.

—Capt. C. B. Denson, of the Kelvyn Nursery, called on us last week. He is well and favorably known in this community and we are pleased to learn that his visit was a pecuniary success, as well as the pleasure of meeting many of his friends. His evergreen shrubs, plants, trees and flowers are always reliable. J. H. Shultz is his agent for Salem and Winston.

—Internal Revenue Collections for the week ending Saturday, March 28, 1880:—

Monday	$2,412 61
Tuesday	7,623 90
Wednesday	2,069 68
Thursday	3,328 16
Friday	2,027 88
Saturday	2,890 82
Total	$20,353 05

—On Sunday Miss Lizzie Wall rode to Germanton on horseback, and on her return home she took Miss Mary Hartgrove up behind her, but the horse declined to carry double, and threw Miss Hartgrove, breaking her arm and otherwise injuring her, and started to run, when the saddle turned with Miss Wall, and her foot getting hung in the stirrup she was dragged some distance before she could get loose. Fortunately she was only slightly hurt.—*Winston Sentinel.*

—The last lecture of the season will be delivered by Rev. E. Rondthaler on Friday (to-morrow) evening, in the Academy chapel. Subject: "Sights in Italy." Prof. D'Anna will conduct the musical portion of the evening's entertainment. The Sciopticon will be used at the close of the lecture. We are assured that the exhibition will be more satisfactory than the last, as various obstables have been removed and a better understanding of the instrument been gained.

—Roll of Honor for the Public Colored School, Salem, N. C., for the week ending March 27th, 1880. *L. T. Reed's School.*—Frances Hairston, Lula Hairston, Kepp Hairston, Harrison Hairston, George Hairston, Clifton Hairston, Nelson Hairston, W. H. Mebane, W. T. Clark, W. H. Galloway. *Leah Dove's School*—Ann Hege, Isabella Mathers, Emma Carter, Alice Spencer, Eveline Spencer, Anne Hunt, Nannie Goins, William Stedman, Abraham Gates, George Hairston, Rufus Price, James Ebert, John H. Mathers, Joe Mathers.

—PETERSON'S MAGAZINE for April is already on our table, ahead as usual. Every month, almost, this popular lady's book has some new and special attraction. The one this month is a series of designs in embroidery, furnished by the "Philadelphia School of Art-needle-work." One is for a tea-table cloth, printed in colors; another for the ends of a towel, also printed in colors; another for a pillow-case, full-size; another a beautiful Flower Alphabet for marking handkerchiefs; besides a score of many other designs in crotchet and embroidery of all kinds. The principal steel-plate is a charming picture of a little girl, seated on a bank, gathering grasses and early flowers, on one of these windy March days.

—We sum up the following items from the Winston *Leader*:—

A white man, giving his name as John Davis, forged an order on Jacob Tise, on Friday, to the amount of $5.00. The order purported to be from C. A. Hege, Salem. His whereabouts have not been ascertained as yet.

The greatest bore in Winston, just now, is the well our friend Lockett is having dug upon his place on Bank street. Some $300 have been expended upon it, and they are down sixty feet—mostly through rock,—and no sign of water yet.

A mule-stealing mania apperrs to have struck this portion of North Carolina just about this time. Several have been stolen in this neighborhood, two from W. G. Barbee, at High Point, on Monday night of last week. None of the thieves have been caught up to the present writing.

Work has begun on the proposed improvements in the Court House square, which we are gratified to see. We trust the liberality of our citizens will not be confined inside the square, but take in the miserable walks around it. It is a disgrace to Winston.

[Communicated.

—The Broadbay Public School closed February 28th, with a public entertainment. W. W. Huff, teacher. A large number of people were present, and the pupils acquitted themselves well, evincing diligence on their part and careful training by their teacher.

It was the pleasure of the writer to be present, and the occasion brought freshly to my mind the scenes of my first experiences as a school teacher. Many have been the changes siuce then. Little boys and girls then are men and women now, and the fathers and mothers whom I used to greet while visiting, some have passed away, while others show the marks of time upon their pleasant faces. Their kindness to me will ever be remembered with the liveliest gratitude as long as I live.

Rev. W. C. Hamilton will preach at Mt. Vernon, on the fourth Sabbath in March, at 3 o'clock, P. M.

The sermon delivered at New Friendship, by Elder Wm. Turner, March 7th, was very interesting and the congregation large.

Prof. J. F. Jordan is still teaching singing school at New Friendship and Pleasant Fork.

Mr. Preston Tise, while returning home from Salem, on last Friday, his horse took fright when near the Widow Clinard's, resulting in the smash up of a buggy, and bruising Mr. Tise considerably. S. A. H.

PROCEEDINGS

Of a Meeting held in the Court House in Jefferson, Ashe County, in relation to the Death of GEO. H. HAMILTON, *Esq., late Chairman of the Inferior Court of Ashe County.*

Upon the assembling of the Inferior Court at its regular term on Monday, the 16th day of February, 1880, Quincy F. Neal, Esq., arose and announced that since the last term of this Court their Chairman, GEO. H. HAMILTON, Esq., had died, and suggested that a meeting of the Court, the bar and the citizens of the county be held to give expression to their sentiments and feelings in regard to the deceased, and to adopt suitable resolutions of respect to his memory.

Whereupon, upon motion of J. W. Todd, Esq., David Worth, one of the surviving members of the Court, was appointed chairman, and Dr. E. F. Foster was requested to act as secretary.

On motion, Quincy J. Neal, Hervey Bingham, and E. L. Vaughn, Esqs., were appointed a committee to frame resolutions for the action of the meeting.

Whereupon the meeting took a recess for two hours.

Upon reassembling, the committee made the following report:—

That we have learned with profound regret the melancholy and unexpected bereavement which this Court and the county have sustained since the last term thereof, in the death of GEO. H. HAMILTON, Esq., late Chairman of this Court. While we are conscious of our inability to adequately express our feelings on this mournful occasion, it is yet in some degree consolatory to offer to the memory of our beloved friend the tribute of our affection and regard.

Therefore, resolved, 1st. That in the death of GEO. H. HAMILTON, Esq., late Chairman of this Court, that the Court, the bar and the whole people of the county have sustained a loss that can never be supplied or forgotten.

2nd. That we tender to the family of the deceased our most profound sympathy in this hour of their sad bereavement.

3d. That a copy of the proceedings of this meeting be spread upon the minutes of this Court, and also a copy thereof be sent for publication to the Salem PRESS, with the request that the Winston *Sentinel*, Wilkesboro *Witness* and Lenoir *Topic* do publish the same.

After the resolutions were offered, appropriate addresses were made by Messrs. Vaughn, Todd, Neal, Bowen, and others, among them the venerable chairman of the meeting.

When, on motion, the resolutions were unanimously adopted.

The meeting then adjourned.

DAVID WORTH, *Chairman*.

E. F. FOSTER, *Secretary*.

STATE NEWS.

—Several female schools in the State have cooking classes.

—Ashe county recently sent four convicts to the penitentiary.

—Rev. Dr. Tucker, of Atlanta, Ga., will preach the Baccalaureate sermon at the next University Commencement.

—Alamance county claims to have more cotton factories than any other county in the State, and to be without an equal in fruit culture in the State.

—The Monroe *Enquirer* says the last bond and coupon of Union county's railroad debt was paid by Sheriff Hasty during the past week. Forsyth will have her railroad burden to carry for years to come.

—The Lenoir *Topic* says there has not been a prisoner in Caldwell county jail in four months, and that the authorities have rented the jail out as a dwelling. The same good state of affairs is reported from Watauga.

—We have noticed the seasons for forty-five years, and never saw, during all those rounds, a single failure of a fruit crop in leap year. There is not a particle of doubt but we shall have a splendid crop of apples and peaches, both for culinary and other purposes.—*Concord Register.*

A correspondent of the Salisbury *Watchman* says: "The most popular song in the Stock Law districts will soon be 'How came that gate ajar?' In half a day's ride, recently, I had the pleasure (?) of opening not less than half a dozen gates, as well as laying down a fence or two."

—Eight prisoners escaped from Anson county jail last week. One came back and surrendered himself, saying he did not want to go out, but the others compelled him to follow them. It looks rather strange to prefer imprisonment to liberty, but it may turn out that he is not exactly the simpleton he pretends to be.

—The prisoners confined in Dobson jail planned an attempt to get out. In the cell where John Smith, Frank Reid, and Frank Whitaker, white, were confined, they had succeeded in prying off an iron bar, and with it another, until the door would swing inside. They came very near escaping, and would have succeeded but were overheard making plans to knock the jailor down, run over him and escape.

—A sad accident occurred on last Sunday, some eight miles west of Mt. Airy, resulting in the death of Mrs. Wm. Snow. She, together with her husband, had been to church in the morning and had gone to the house of a neighbor to get dinner before they started for home. They were traveling in a one-horse jersey wagon, and during the drive homeward the horse became frightened, ran away, overturning the wagon, and throwing Mrs. Snow against a tree with great violence. She died from the effects of the fall next morning.—*Mt. Airy Times.*

—Almost every Northern bound train that leaves Greensboro has its party of emigrants on board, leaving their homes in North Carolina, to better their condition in the Far West. Tuesday evening sixty emigrants, with a large number of children under ten years of age, left this point for the West. The larger portion went to Kansas, some to Colorado, quite a number to Indiana, and a few to Missouri. The most of these emigrants are from the counties of Davie, Davidson, Randolph, Stokes and Guilford. Many of them were of our best citizens.—*Patriot.*

—We learned from a prominent citizen of Jackson, N. C., while here, last week, that on a late deer hunt, participated in by several of his friends in the county of Northampton, when the day's sport was about being completed, one of the dogs was found to be under the influence of hydrophobia, and became so rabid and violent that he fiercely attacked and bit every dog in the pack. The huntsmen were filled with consternation, and to save themselves, and to prevent the spread of the terrible malady throughout the surrounding country, at once entered upon a war of extermination and slew the entire pack.—*Petersburg Index-Appeal.*

—A monument to the late Rev. John Kerr, and also his son, the late Hon. John Kerr, was erected in Yanceyville, on Saturday last. There was a large turnout. The address of J. A. Long, Esq., on behalf of the legal fraternity, touching the life and character of Judge Kerr, is spoken of in the highest praise. The Rev. J. B. Jeter, of Richmond, Va., was to have been there and deliver an address on the life and services of the Rev. John Kerr, but alas! man appoints and God disappoints—that venerable divine died two weeks ago. The monument is erected between the two graves, immediately at the feet of the father and the head of the son, with inscriptions.—*Milton Chronicle.*

All About Yellow Tobacco.

W. A. Davis, Editor of the Oxford (N. C.) *Torchlight*, has just published a handsome little book containing the experience of fifty of the most successful yellow tobacco farmers in Granville county, N. C. If you want to learn ALL ABOUT tobacco from the plant-bed to the salesroom floor, you should enclose 25 cents in postage stamps to W. A. Davis, Publisher, Oxford, N. C., and receive his book, post-paid. The tobacco grown in his county (Granville) has a greater reputation than that of any other county in the United States.

—Wishing to clear our shelves and tables as much as possible, the reading public will find it to their advantage to call at the Salem Bookstore during the next 60 days. A considerable reduction is made on some Miscellaneous Books and Fancy Articles. Many of these articles will be sold at, and some below cost. Remember the *sixty days* from the first of February. After that date the usual retail prices will be asked. Everything is advancing, and the probability is that new stock will be sold at advanced prices.

Shrewdness and Ability.

Hop Bitters so freely advertised in all the papers, secular and religious, are having a large sale, and are supplanting all other medicines. There is no denying the virtues of the Hop plant, and the proprietors of these Bitters have shown great shrewdness and ability in compounding a Bitters, whose virtues are so palpable to every one's observations.—*Exchange.*

—Just received at the Salem Bookstore a few copies of

The Master of Red Leaf,

said to be the most interesting and powerful novel recently issued. Call soon.

MARRIED.

At the residence of the officiating minister, Rev. W. C. Hamilton, on the 15th of February, DAVID WILSON to Miss MARY LONG,—all of this county.

DIED.

Near Hall's Ferry, on the 4th inst., WILLIAM CLOUSE, aged 60 years.

Mr. Clouse was a prominent and highly respected citizen. He was buried at Mt. Pleasant on Friday last, in the presence of a large congregation of his neighbors and friends.

Near Old Town, on the 27th ult., MARY E. WALKER, daughter of Ransom Walker, aged about 9 years.

Near Pfafftown, on the 1st inst., Mrs. HENRIETTA SHOUSE, consort of David Shouse, and daughter of the late Peter Pfaff, aged 59 years and 5 months.

This standard article is compounded with the greatest care.

Its effects are as wonderful and as satisfactory as ever.

It restores gray or faded hair to its youthful color.

It removes all eruptions, itching and dandruff. It gives the head a cooling, soothing sensation of great comfort, and the scalp by its use becomes white and clean.

By its tonic properties it restores the capillary glands to their normal vigor, preventing baldness, and making the hair grow thick and strong.

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SALEM MARKETS.

CORRECTED WEEKLY BY D. A. SPAUGH.

Wheat, (white) per bush	$1 30 to	$1 50
Wheat, (red) " "	1 20 to	1 30
Corn, per bushel	70 to	75
Oats, " "	45 to	50
Rye, " "	65 to	70
Barley, per bush	65 to	75
Flour, per hundred	3 25 to	3 50
Peas, (col'd,) per bushel	55 to	60
Peas, (white,) " "	75 to	05
Beans, (col'd,) " "	40 to	60
Beans, (white,) " "	75 to	00
Onion Setts, per bushel	1 25 to	1 50
Pork	6 to	00
Country Meat, (hog round,)	8 to	9
" Hams	10 to	00
Green Apples per bushel	75 to	1 50
Eggs, per dozen	8 to	10
Butter, per pound	15 to	20
Tallow, " "	6 to	00
Beeswax, " "	20 to	00
Flax Seed, per bushel	90 to	0 00
Potatoes, Irish, per bush	75 to	1 00
Potatoes, sweet " "	75 to	[illegible]
Cabbage, per pound	1 to	[illegible]
Chickens, per dozen	1 50 to	[illegible]
Hay, per hundred	40 to	[illegible]
Fodder, per hundred bdls	70 to	[illegible]
Shucks, per hundred lbs	40 to	[illegible]

CHARLOTTE, Mar. 4.—Flou: $3 60 a $3.75. Wheat 1 40 a 1 50. Corn 72 a 75. Oats 55 a 60. Bacon 7 a 8. Potatoes, sweet, $1 00 a 0.

FAYETTEVILLE Mar. 27—Bacon 8 a 11. Apple Brandy $1 75. Flour $6 50 a $7 00. Corn 65 a 70. Oats 50 a 60. Wheat 1 50 a 1 56. Lard, 9 a 10. Potatoes, 0 00 a 0 00. Whisky $2 00.

NEW YORK, Mar. 8.-Flour 5 75 a 6 30 Wheat $1 45 a $1 47. Corn 59 a 61. Oats 47 a 48.

CINCINNATI, Mar. 8.—Wheat 1 30 a 0 00; Corn 42 a 43; Oats, 37 a 00; Flour, $6 00 a 6 15.

Winston Tobacco Market.

REPORTED BY A. B. GORRELL.

Winston, N. C., March 10, 1880.

Lugs, Common green	2 50 to	3 00
" Good working	4 00 to	6 00
Fillers, Common leafy	4 50 to	5 50
" Good leafy	6 00 to	8 50
" Rich, waxy	9 00 to	11 00
Smokers, Common	5 00 to	7 00
" Good	8 00 to	10 00
" Fine	11 00 to	14 00
" Fancy	15 00 to	20 00
Rich, bright leaf	9 00 to	12 00
Sun cured fillers	7 00 to	10 00
Wrappers, Common bright	12 50 to	15 00
" Good bright	25 00 to	30 00
" Fine	35 00 to	50 00
" Fancy 50 00,	60 00 to	75 00
" Good red	10 00 to	12 00
Mahogany wrappers, common	15 00 to	18 00
" " good	20 00 to	25 00
" " fine 30 00	40 00 to	45 00

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Date, June, 19 1879.	No. 47 Daily.	No. 45. Daily.	No. 4. Daily ex. Sun.
Leave Charlotte	3 50 a m	3 55 p m	....
" Salisbury	6 05 a m	5 51 p m	....
" High Point	7 28 a m	7 05 p m	....
Arrive Greensboro	8 05 a m	7 35 p m	....
Leave Greensboro	8 20 a m	....	7 45 p m
Arrive Hillsboro	10 35 a m	....	12 25 p m
" Durham	11 05 a m	....	1 35 a m
" Raleigh	12 15 p m	....	5 00 a m
Leave "	3 30 p m	5 45 a m	....
Arrive Goldsboro	5 55 p m	9 55 a m	....

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TRAINS GOING WEST.

Date, June 19, 1879.	No. 48. Daily.	No. 42. Daily.	No. 4. Daily. ex. Sun.
Leave Goldsboro	10 10 a m	6 34 p m	....
Arrive Raleigh	12 40 p m	10 45 p m	....
Leave "	3 20 p m	....	8 00 a m
Arrive Durham	4 37 p m	....	10 45 a m
" Hillsboro	5 19 p m	....	12 20 a m
" Greensboro	7 35 p m	....	4 30 p m
Leave "	8 40 p m	7 16 a m	....
Arrive High Point	9 14 p m	7 52 a m	....
" Salisbury	10 36 p m	9 16 a m	....
" Charlotte	12 37 a m	11 17 a m	....

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CONTENTED JOHN.

One honest John Tompkins, a hedger and ditcher,
Although he was poor, did not want to be richer;
For all such vain wishes to him were prevented,
By a fortunate habit of being contented.

Though cold were the weather, or dear were the food,
John never was found in a murmuring mood;
For this he was constantly heard to declare,
What he could not prevent he would cheerfully bear.

"For why should I grumble and murmur?" he said,
"If I cannot get meat I'll be thankful for bread;
And through fretting may make my calamities deeper,
It never can cause bread and cheese to be cheaper."

If John was afflicted with sickness or pain,
He wished himself better, but did not complain,
Nor lie down to fret in despondence and sorrow;
But said he hoped to be better to-morrow.

If any one wronged him and treated him ill,
Why, John was good natured and sociable still;
For he said that revenging the injury done
Would be making two rogues where there need be but one.

And thus honest John, though his station was humble,
Passed through this sad world without even a grumble;
And 'twere well if some folk, who were greater and richer,
Would copy John Tompkins the hedger and ditcher.

—*Miss Taylor.*

MIXED WITH A LITTLE ROMANCE.

BY JUDGE CLARK.

Oscar Warne had just sat down to breakfast. All the surroundings betokened elegance and comfort. The room, one of a "*Sweet*"—to quote the landlady's French—in a handsome brown stone house, on a fashionable street, was the very perfection of a modern breakfast parlor.

Oscar Warné, in dressing gown and slippers, looked the picture of contentment reclining in his cushioned chair, leisurely discussing the savory breakfast set before him. And a quite contented man he was just then, and with good reason; for in a month he was to wed Fida Mabley, a beauty, an heiress, and better yet, esteemed by all who knew her as a true and noble woman.

Youth, wealth to command, and health to enjoy every luxury, and his most cherished hopes secure of being realized, what man would *not* be contented?

But clouds often suddenly obscure the brightest sky. Oscar was slowly sipping his mocha when a servant presented a letter on a salver.

"Ha! my old friend, Seth Lambert's hand!" he exclaimed, glancing at the superscription. "It's a long time since I saw it."

Leaving the mocha to waste its fragrance as it might, he tore open the envelope. Something wrapped in pink tissue-paper, dropped from the folds of the letter, but Oscar's eyes were already busy with the written words.

"Be sure you don't look at the enclosed *carte*," began Seth's epistle, "till you've read what follows. It's the face, faintly reproduced, of the loveliest woman in the world. You'd be sure to fall in love with it at the first sight, unless forewarned of the hopelessness of such a passion—which warning I now proceed to give. This day fortnight the substantial angel of which I here send the shadow will be Mrs. Seth Lambert. Our courtship was brief, but to the point. Can't you come to the wedding? *Now, you may look.*

Oscar picked up the photograph and did the whipping trick. He started back, he sprang from his chair, upsetting the table and frightening the servant from the room. *The face revealed was that of Fida Mabley.*

"Perfidious deceiver!" he cried in a frenzy of despair and rage. "I see it all!"

And this is what he saw or thought he did.

Fida had gone to spend a few weeks with a maiden aunt in town some hundreds of miles distant. Thither the demon of mischance must have guided the errand steps of Seth Lambert, whose winning ways and comely looks, it was plain, had won the fickle Fida from her loyalty. He acquitted his friend however, of all intentional wrong, believing he had acted in entire ignorance of Fida's prior vows.

"But I shall undeceive him!" Oscar hissed through his teeth—"and in such a way as most thoroughly to expose and punish this brazen betrayer of plighted troth."

From that time Oscar did nothing but meditate how best to mature and execute his scheme of vengeance.

On the morning of the day fixed for Seth Lambert's wedding, as the latter with the aid of his "best man," was putting the finishing touches to his toilet, a sharp ring of the door-bell announced a visitor.

Heedless of the servant's protestation, that Mr. Lambert wag engaged, Oscar Warne forced his way to the inner *sanctum*.

Seth was overjoyed at his friend's appearance.

"So you *did* come, after all!" he exclaimed. "I had quite given you up, but better late than never."

"I have come because I feel it a duty," replied Oscar, coldly.

"Don't make a duty of what I had hoped would be a pleasure," answered Seth. Then noticing the other's manner he added:

"But what on earth makes you look so doleful, man? Upon my word, you more resemble a chief mourner at a funeral, than a wedding guest!"

"Mayhap you'll confess I have reason enough for my looks when I tell you that the woman you are about to marry is under solemn engagement to be *my* wife two weeks hence!"

Seth's brow darkened.

"Have a care," he said, in a tone deeply earnest. "With *her* name I shall suffer no jesting."

"Upon my honor there is neither mistake nor jest here! In the photograph you sent of your intended bride I recognized the features of my own betrothed."

"Come with me!" cried Seth, fiercely. "She must be confronted with this story. If she fails to deny it, I will spurn her from me even at the altar. She who has broken faith with one man cannot be trusted by another."

Not many minutes after the two excited men entered the room where the wedding party was assembled. Bride and bride's-maids, attired all alike, as was the custom of the day, stood in a group apart. Among them was Fida Mably looking as smiling and happy as if no evil rested on her conscience.

With an exclamation of surprise and pleasure she hurried forward to greet Oscar, but stopped suddenly as her eye encountered the look of anger and reproach in his.

"I demand a candid answer to one question," he said, sternly. "Is there not an uncancelled agreement of marriage between us?"

"Why do you ask *her*?" interrupted Seth Lambert. "*Here* is the one we have come to confront," turning towards a tall, handsome girl, whose blushes proved her to be the bride-expectant.

"*She?* I never saw *her* before," asseverated Oscar with a puzzled look.

"But it was *her* likeness I sent."

"It was not; it was Miss Mabley's," insisted Oscar, and in proof he adduced the letter with its enclosure.

It was Seth's turn to be puzzled.

"There's some unaccountable mystery here!" was all he could find to say.

"Which it's about time to clear up," put in Kate Lemure, Seth's mischief-loving cousin, a visit to whose family had turned his travels thitherward. "You see, cousin Seth having been interrupted in the writing of his letter, left it partly finished on the desk, with the photograph already done up lying near, and I slipped one of Fida Mabley's in the place. The course of true love had been running smooth so long that things were growing stupid, so I thought I'd mix them with a little romance."

Kate was first sentenced to banishment from the wedding; but that, in consideration of her being only a school-girl, was finally commuted to a good scolding, to which she submitted with much apparent penitence.

With a little coaxing Fida Mabley consented to requite her lover's recent sufferings by adding another wedding to the day's proceedings.

GET THE BEST.

The great political campaign of 1880 has begun, and it is your duty to watch it and to understand it. To that end, what you need is a good Democratic NEWSPAPER. What everybody says is apt to be true, and everybody says that

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